CHICAGO RIVERWALK

MAIN BRANCH FRAMEWORK PLAN

Chicago Department of Zoning and Planning | Chicago Department of Transportation

Goodman Williams Group | Terry Guen Design Associates | AECOM | Construction Cost Systems | July 2009

SOM

TABLE OF CONTENTS

PAGE 3 INTRODUCTION

PAGE 4 VISION & PRINCIPLES

Illustrative

PAGE 9 RIVERWALK SYSTEMS

Vertical Access
River Level Loading
Boat Operations
Boat Access
Historic Elements

PAGE 19 DISTRICTS

Map of Districts

The Confluence
Aerial
Characteristics
Market Conditions
Planning Concepts
Conceptual Design
Site Plan
Illustratives

The Arcade District
Aerial
Characteristics
Market Conditions
Planning Concepts
Illustrative Plan
Arcade Options
Arcade Block Configurations
New Feature between LaSalle and Clark Streets

The Civic District
Aerial
Characteristics
Market Conditions
Planning Concepts
Planning Diagram
Illustrative Plan

The Market District
Aerial
Characteristics
Market Conditions
Planning Concepts
Planning Diagrams
Proposed Market Character
Market Concepts
Pedestrian Accessibility
Pedestrian Bridge Concept

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LAKE MICHIGAN

INTRODUCTION

This Chicago Riverwalk Main Branch Framework Plan establishes guidelines for the construction of a continuous walkway from Lake Michigan to Lake Street along the water's edge, ramp and elevator improvements to establish universal access between street and river levels, loading and storage spaces to support river business operations, and landscape and hardscape improvements to attract people, plants and animals to the river corridor. This plan also includes conceptual designs for the creation of two new destinations to anchor the east and west ends of the Main Branch Riverwalk.

This Framework Plan was prepared by the Chicago Department of Zoning and Planning in conjunction with the Chicago Department of Transportation. This plan builds upon the work of the Chicago Riverwalk Development Committee, and various feasibility studies conducted for both public and private sectors over the past ten years. Skidmore, Owings and Merrill LLP led the design team for this plan, which included Goodman Williams Group, Terry Guen Associates, STS/AECOM and Construction Cost Systems.

The contents of this report are organized as follows:

Vision and Design Principles: This section articulates the vision for the Main Branch Riverwalk and defines the set of design principles that were used to guide the development of plan recommendations.

Riverwalk Systems: This section establishes guidelines for the location and character of improvements that address vertical access, loading and service, boat access, pedestrian amenities and historic elements.

District Improvements: This section proposes the establishment of four distinct districts along the Main Branch Riverwalk. Improvement guidelines are provided for each of these districts, and conceptual designs are provided to anchor both ends of the Main Branch corridor.

The Chicago River is one of this city's greatest assets. For generations, this river has served multiple functions to the benefit of the Chicago region. The river provided an essential water passage between the Great Lakes and a developing nation, provided the link between ship and rail logistics, and servedas a focus of commerce and industry. The Chicago River was also the centerpiece of one of this nation's greatest engineering marvels, the reversal of its flow to accommodate the sanitary requirements of a growing city.

The function and character of the Chicago River has evolved many times to meet changing needs. This Main Branch Framework Plan identifies the next generation of physical improvements that can be implemented to enhance the experience of living, working and visiting Downtown Chicago.

VISION & PRINCIPLES

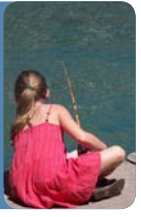
VISION

The vision for the Main Branch of the Chicago Riverwalk is to establish a unique pedestrian waterfront environment along the south bank of the Chicago River. The Riverwalk will be universally accessible to all visitors and contain a variety of spaces that accommodate both passive and active recreation. This will be accomplished by the expansion of the riverwalk twenty to twenty-five feet in width to provide the area needed for underbridge connections. The riverwalk will be expanded fifty feet at the river confluence, located between Franklin and Lake Streets, to create a new civic focal point and green amenity for the City.

PRINCIPLES

1

Bring People to the Water



2

Provide Access for Everyone

3

Celebrate the History of Downtown Chicago

4

Create Unique Places on the River

5

Find New Economies on the River

6

Improve Riverwalk Commercial Functions

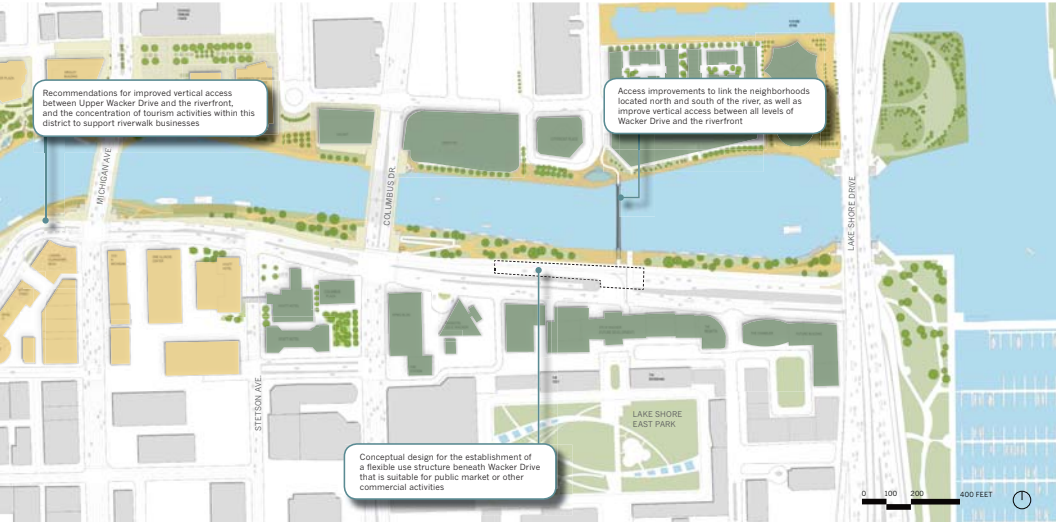
CHICAGO RIVERWALK

main branch framework plan

1. The Confluence District
2. Arcade Distric
3. Civic District
4. Market District

HUBBARD ST.
ORLEANS ST.
KINZIE ST.
CANAL ST.
HUBBARD ST.
WABASH AVE.
WACKER DR.
FRANKLIN ST.
WELLS ST.
LASALLE ST.
CLARK ST.
DEARBORN ST.
STATE ST.
LAKE ST.
Conceptual design for the addition of shared vendor back-of-house operational space, public bathrooms and a universally-accessible ramp between Upper Wacker Drive and the riverwalk
Conceptual design for a new riverfront green space, universally-accessible ramp between Upper Wacker Drive and the riverwalk, and a new landmark structure suitable for a variety of uses such as a waterfront restaurant
Guidelines for the expansion of the riverwalk and establishment of underbridge pedestrian connections to provide uninterrupted access between Lake Street and the Lakefront

This framework plan contains detailed recommendations for physical and operational improvements along the Main Branch of the Chicago River. Key actions are described in this illustrative plan.


Recommendations for improved vertical access between Upper Wacker Drive and the riverfront, and the concentration of tourism activities within this district to support riverwalk businesses
Access improvements to link the neighborhoods located north and south of the river, as well as improve vertical access between all levels of Wacker Drive and the riverfront
Conceptual design for the establishment of a flexible use structure beneath Wacker Drive that is suitable for public market or other commercial activities
MICHIGAN AVE
COLUMBUS DR
LAKE SHORE DRIVE
STETSON AVE
LAKE SHORE EAST PARK
0
100
200
400 FEET

RIVERWALK SYSTEMS

VERTICAL ACCESS

vertical access improvements

Vertical access between Wacker Drive and the Riverwalk is currently limited to a series of staircases located adjacent to road and bridge infrastructure. The Riverwalk is not accessible to people with disabilities. A series of vertical access improvements comprised of universally accessible ramps and elevators are proposed to address this issue in order to provide access to all people, and to improve the function and commercial viability of the riverwalk. Weather protection for elevator entrances are recommended for all elevator installations in order to establish ideal user conditions for people with disabilities.

Access improvements are proposed for construction at three block intervals described as follows:

Lake Street to Franklin Street – Construction of a new ramp from the corner of Lake Street and Upper Wacker Drive down to the Riverwalk; potential to provide an elevator as part of a commercial venue at this location.

NW Corner of Wacker Drive and LaSalle Street – Potential to install an elevator into the existing Bridgehouse on the west side of the intersection.

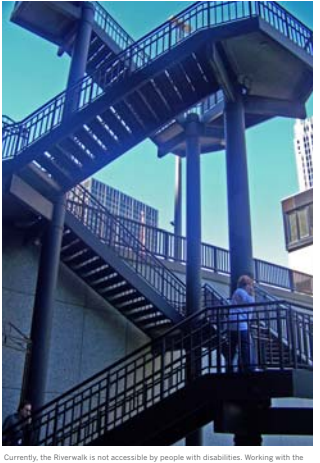
LaSalle Street to Clark Street – Potential to install a new ramp between LaSalle and Clark Streets. This would provide access between street and river levels and potentially create space beneath the ramp for riverwalk vendor back-of-house service areas and public bathrooms.

NW Corner of Wacker Drive and Wabash Avenue – Installation of an elevator into the elevator shaft of an existing structure.

NE Corner of Wacker Drive and Michigan Avenue – Construction of an elevator from Upper Wacker Drive to the riverwalk, east of the Landmark District, with access to intermediate Wacker Drive. Within the Landmark District there is the potential to reconstruct the limestone stairway that once linked Michigan Avenue to the riverfront.

NE Corner of Wacker Drive and Columbus Drive – Construction of a new ramp from Upper Wacker Drive to intermediate Wacker Drive and the riverfront.

Upper Wacker Drive and North Field Boulevard – Construction of a new enclosed pedestrian walkway and elevator from the east terminus of Upper Wacker Drive to link it to the riverfront. This would provide an excellent taxi drop-off/pick-up location for the riverwalk.



Currently, the Riverwalk is not accessible by people with disabilities. Working with the Mayor's office for people with disabilities, a series of access improvements were developed for this plan.

VERTICAL ACCESS

elevators, ramps and stairs

RIVER LEVEL LOADING

service access and storage plan

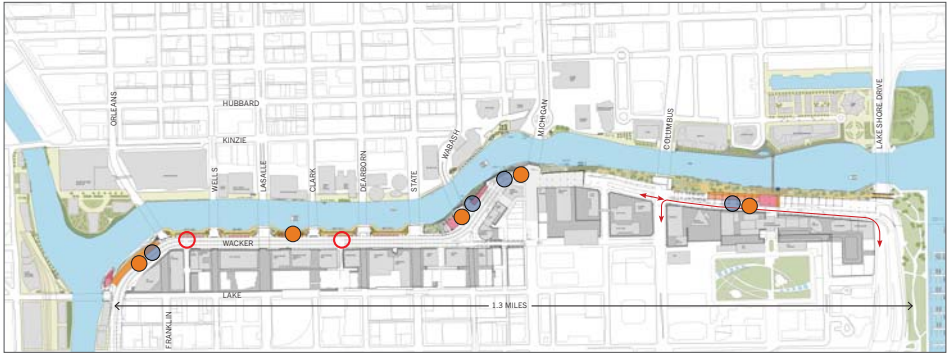
Truck access to service riverwalk vendors is difficult and has been a major challenge to successful operations. The establishment of common, shared areas for vendor receiving and storage is recommended. Motorized carts could then be used for distribution from centralized storage locations. Storage facilities should be located in new structures between Lake Street and Franklin Street, between LaSalle and Clark Streets, and in the existing structure underneath Wacker Drive, between Michigan and Wabash Avenues. These areas could be designed to provide individual locked storage for each vendor.

Off-street truck access should be provided from Lower Wacker Drive between Lake Street and Franklin Street, and in the existing structure underneath Wacker Drive just west of Michigan Avenue.

As part of long-term improvements east of Columbus Drive, two-way vehicular access should be established at grade underneath Wacker Drive between Lake Shore Drive and Columbus Avenue. This will require the City Auto Pound to be relocated or reconfigured. This improvement would establish access for Lakeshore East residents, riverwalk patrons, vendors, suppliers and life safety services.

RIVER LEVEL LOADING

service access and storage plan



BOAT OPERATIONS

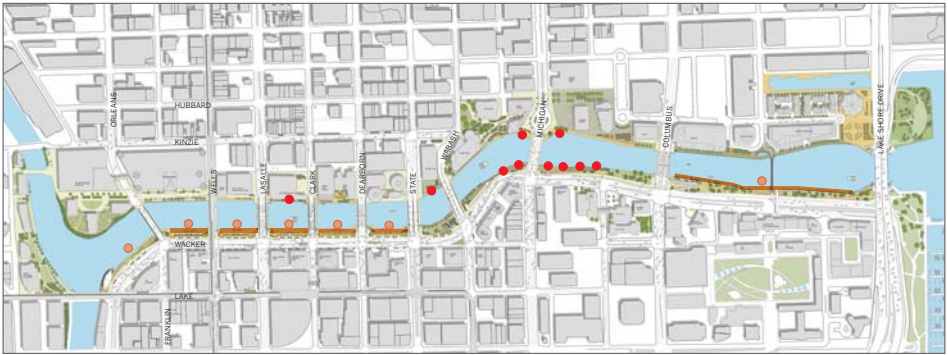
boat operations

Tour Boats – Architectural boat tours of the Chicago River are one of the highest pedestrian traffic generating uses along the river corridor. Tour boat operations are focused between Wabash Street and Columbus Avenue. Operations should be maintained in these areas and, to the extent possible, located along the south bank of the river in order to concentrate pedestrian activity at the riverwalk.

Water Taxis – Water taxies provide an alternative form of mobility between the regional train stations located along South Wacker Drive, office locations and Navy Pier. Water taxi stops have already been established along the riverwalk at Park 51 (Erie Park) on Erie Street.

Transient Boat Docking – Areas for transient boat parking for riverwalk patrons should be established along the riverwalk. Target locations for transient boat docking include the Arcade District and the area east of Columbus Drive.

BOAT ACCESS
plan



HISTORIC ELEMENTS
historic features

Bridgehouses
The Chicago River is one of the most identifiable corridors in the world due in large part to its distinctive bascule bridges and bridgehouses. Each bridge has its own unique set of bridgehouses with distinguishable architectural expression. The Michigan Avenue bridgehouses have Chicago Landmark status. Other bridgehouses along the river are also historic and are identified in the City's historic resources inventory. Long-range plans to restore the bridgehouses should be pursued. The recently completed Monroe Street CDOT Bridgehouse Renovation Project, south of the study area, is a terrific example of the City's commitment to restoring the architectural heritage of the river corridor.

Arcade District
The Arcade District is located between Wabash and Franklin Streets. This area is distinguished by the limestone detail of its arcade section, stairways, balustrade and lighting. Portions of this area have been rebuilt with new limestone members as part of the Wacker Drive Reconstruction Project completed in early 2000. Access, circulation and vendor operations improvements should reinforce the historic integrity of this area.

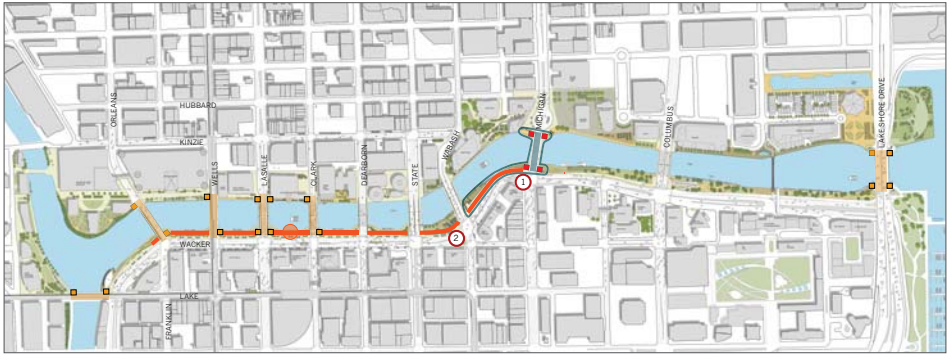
Historic Sites
In addition to architectural features, there are several sites of historic significance memorialized in statues and markers along the corridor. These include:

- Fort Dearborn at Michigan and Wacker
- Jean Baptiste Point DuSable Homestead
- The Sauganash Hotel at the Confluence
- The Wigwam
- Vietnam Veterans' Memorial Plaza
- Heald Square Monument
- Wacker Drive Monument

Commission on Chicago Landmarks
The Commission on Chicago Landmarks is comprised of nine members who are appointed by the Mayor and City Council. It responsible for recommending to the City Council that individual buildings, sites, objects, or entire districts be designated as Chicago Landmarks, thereby providing legal protection. The Commission is also responsible for reviewing all proposed alterations, demolition, or new construction affecting individual landmarks or properties in landmark districts as part of the permit review process. All improvement projects proposed for this district must be reviewed and approved by the Commission on Chicago Landmarks.

HISTORIC ELEMENTS

areas of historic significance



CHICAGO LANDMARK

- BRIDGE HOUSE
- BRIDGE & ESPLANADE
- (1) SITE OF FORT DEARBORN
- (2) HEALD SQUARE MONUMENT
- MICHIGAN AVENUE BRIDGE AND WACKER DRIVE ESPLANADE LANDMARK DISTRICT

OTHER HISTORIC RESOURCES

- BRIDGE HOUSE
- BRIDGE
- WACKER DRIVE ESPLANADE
- SITE OF EASTLAND DISASTER

DISTRICTS

DISTRICTS
four riverwalk districts

The Chicago Main Branch Riverwalk is comprised of four distinct areas that each have their own character and function. These areas can be programmed, branded and marketed as distinct districts in order to attract patronage to support the commercial functions therein. These districts are described as follows:

1. **The Confluence:** The area located around the confluence of the Main, North and South Branches of the Chicago River, bounded by Franklin/Orleans, Lake and Kinzie Streets.

2. **Arcade District:** The area identified by historic esplanade and river-level arcade located between Franklin and State Streets.

3. **Civic District:** The area located between State Street and Stetson Avenue that is the primary concentration area for tour boat and other visitor activities. This area is anchored by Michigan Avenue, with the area between Michigan Avenue and State Street also having the historic esplanade.

4. **Market District:** The area east of Stetson Avenue to the Lakefront.

For each district a market overview is provided that identifies pedestrian counts, demand sources, an inventory of recent development projects and district development program recommendations. Based upon this information, a set of physical plans and illustrations are provided that illustrate the development potential of the district.

DISTRICTS
four riverwalk districts

- 1. THE CONFLUENCE DISTRICT
- 2. ARCADE DISTRICT
- 3. CIVIC DISTRICT
- 4. MARKET DISTRICT

THE CONFLUENCE

CHICAGO RIVERWALK

EXISTING CONDITIONS

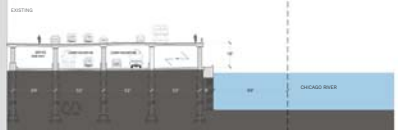
THE CONFLUENCE DISTRICT

characteristics

The Confluence District is located at the point where the Main, North and South branches of the Chicago River converge, and is bounded by Franklin/Orleans, Lake and Kinzie Streets. This area has a rich history as it was the location of Chicago's first taverns and hotels, including the famous Wolf's Tavern, Miller's Tavern and Sauganash Hotel. This area was also home to the Wigwam, the convention center and meeting hall that served as the site of the 1860 Republican National Convention where Abraham Lincoln was nominated to run for President of the United States. Today, this location is the hinge between the Main Branch river corridor that is lined with office, hotel and residential towers, the north/south Wacker Drive high density office corridor, and high density neighborhoods emerging west of the river.

Wacker Drive runs along the south bank of the river. It is comprised of Upper Wacker Drive with a relatively narrow sidewalk for pedestrians, and Lower Wacker Drive which contains one 30' wide bay of unused space parallel to the river's edge. There is an existing Bridgehouse, with sets of stairs leading down to the river level at Franklin and Lake Streets, and a limestone pylon at Lake Street that commemorates the construction of Wacker Drive. These features must be preserved as they are part of original civic riverfront improvements from the early 1900's. The pedestrian safety wall along Upper Wacker Drive is an unadorned concrete barrier with no historic significance.

Expansion of the riverwalk fifty feet into the river between Franklin and Lake Streets is planned in order to establish a new civic space with barrier free pedestrian access between Upper Wacker Drive and the riverfront. This improvement will expand pedestrian space and amenities along Upper Wacker Drive, establish new park space along the river and provide the setting for a signature structure to anchor the west end of the riverwalk. This expansion also provides space for coordinated riverwalk vendor loading, storage and back-of-house operations. An underbridge connection at Franklin Street will provide pedestrian linkage to the east along the water's edge.



THE CONFLUENCE DISTRICT
market conditions

Boundaries: The Confluence to Franklin on the east

Assets: Wide-angle views and sunshine (adjacent to growing residential population west of the river/Identity potential with Wacker Drive office corridor, 50' wide expansion potential to accommodate new parkland and a destination feature)

Liabilities: Limited visibility from street level

Pedestrian Counts: Under 10,000, which is below the overall average for the Riverwalk portion of Wacker Drive though with new connections and destinations this count could increase.

Demand Sources: The north side of the the Confluence has the Holiday Inn, and hotels are proposed to be part of the Hines Interests and Wolf Point developments. About 12,000 people currently work in offices north of the the Confluence, and 23,000 workers are in the area immediately to the south and west, which includes a portion of Wacker Drive. 333 W Wacker (870,000 square feet) is one of the larger, more prominent office buildings. Nearly 4,000 people reside in the area immediately around the the Confluence, which is the lowest population count among the four districts. River Bend, located on the west bank of the Chicago River, is one of the newer residential projects, and a number of adaptive-use loft buildings are found in the area immediately to the north.

New Development Projects

444 Lake. Hines Interests is developing a 50-story office building with a riverfront location. Baker & McKenzie, a law firm, and the investment firm William Blair & Company will be the anchor tenants for the 1.2 million square feet of office space.

The design by Pickard Chilton Architects incorporates a one-acre riverfront plaza. Amenities in the new building will include a white-tablecloth restaurant, fitness center, and conference center as well as a 3,600-square-foot pavilion. An adjacent 200-room boutique hotel is proposed for the northern portion of the site.

Wolf Point. A development plan prepared by Cesar Pelli was announced for Wolf Point in 2007. The plan shows three high-rise buildings, with the tallest at 89 stories, together containing 1,500 residential units, 350 hotel rooms, and 1 million square feet of office space. The Kennedy family, owners of the land, would team with Habitat Company and Hines Interests to develop the four-acre site. It is likely that the first component to be built would be an office property at the eastern end of the site. Because Orleans Street would provide access to that initial building, much of the substantial infrastructure work could be done in a later phase. The site plan for Wolf Point includes open space oriented to the River.

Potential for Year-round Space: 13,500 square feet

Potential for The Confluence: The new Hines Interests building and plaza along with the development of Wolf Point will dramatically change the environment of the The Confluence district from the isolated area that it is now. Regular activity at the riverfront plaza at Merchandise Mart plaza would also enhance the vitality of the location. With its long expanse of frontage, the riverfront plaza at Merchandise Mart (which straddles the the Confluence and Arcade Districts) is currently underutilized but is a potential asset to the Riverwalk. Active uses for the Merchandise Mart plaza are critical to efforts to achieve the full potential of the Riverwalk.

When these changes occur, it is reasonable to envision support for year-round destination retail such as restaurants and entertainment venues. In the interim, flexible, programmable space should be created.

THE CONFLUENCE DISTRICT

planning concepts

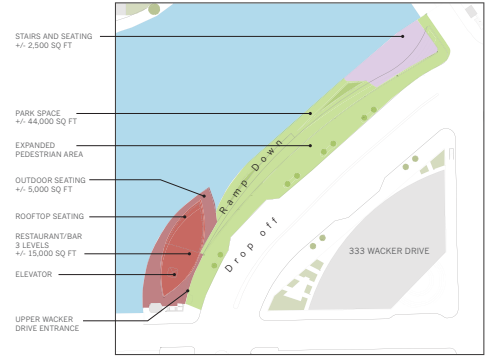
Wolf Point: As many as three new tower structures are envisioned for Wolf Point. Site improvements include new green space between the buildings and a restored riparian habitat along the water's edge.

Riverpoint: Planned office tower with a riverfront plaza constructed over Metra railroad tracks on the west bank of the river. Phase 2 development on this site could include a new hotel or residential structure.

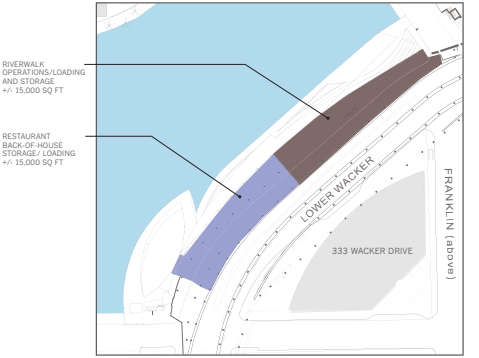
South Bank: Expansion of the Riverwalk fifty feet to provide space for a new civic amenity, accessibility improvements, back-of-house operations and an underbridge connection.

THE CONFLUENCE DISTRICT

conceptual site plan



SITE PLAN



SPACES UNDERNEATH WACKER DRIVE

*BUILDING LOCATION, FOOTPRINT AND SIZE SHOWN FOR ILLUSTRATIVE PURPOSES.

THE CONFLUENCE DISTRICT
conceptual design

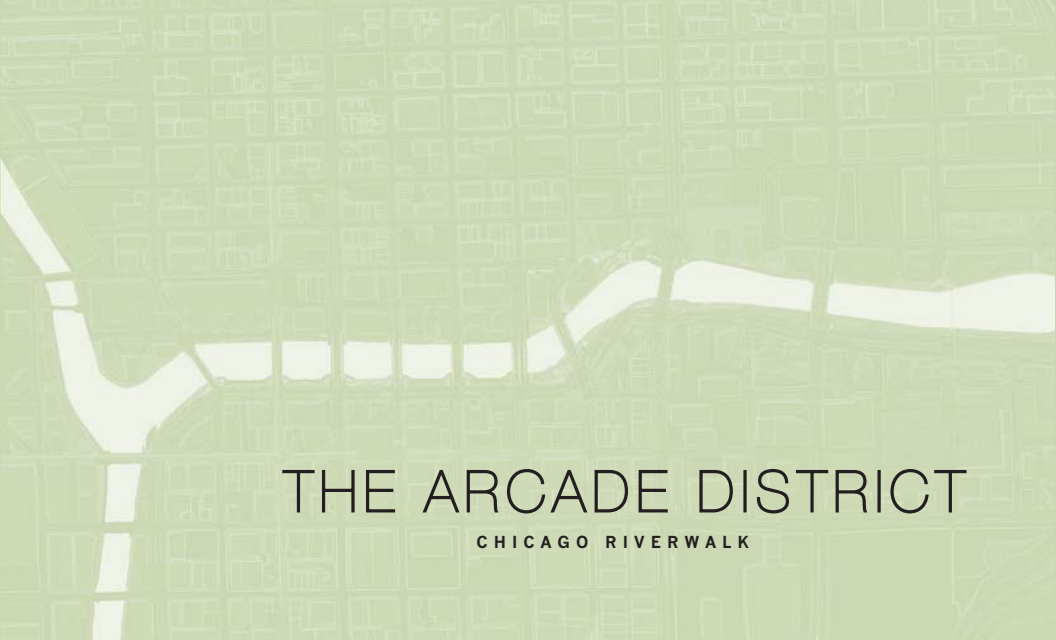
This plan illustrates the potential to expand the riverwalk and establish a new signature element to anchor this important location. This plan expands the sidewalk along upper Wacker Drive to provide more landscape and new pedestrian seating with views to the river, the establishment of a new accessible ramp between Upper Wacker Drive and the riverwalk, and the establishment of a new riverfront landscape and seating feature with fantastic views of the river.

THE CONFLUENCE DISTRICT
illustrative

A new focal point feature is envisioned to establish a riverfront landmark destination that is suitable for a variety of uses, such as a restaurant and/or bar. This structure could be designed to provide linkage to and visibility from Upper Wacker Drive, a new elevator, rooftop seating and riverwalk seating, and vehicular drop-off on Upper Wacker Drive. This structure could be softly illuminated at night to serve a landmark feature.

In order to address the functional needs of riverwalk operations, enclosed space is provided underneath Wacker Drive for vendor loading, storage and back-of-house operations. This space could be converted to future commercial use and opened to the riverwalk as demand warrants.

*SHOWN FOR ILLUSTRATIVE PURPOSES



THE ARCADE DISTRICT

CHICAGO RIVERWALK

EXISTING CONDITIONS

ARCADE DISTRICT
characteristics

The Arcade District extends from Franklin Street east to State Street. It takes its name from the architectural detailing that separates the riverfront from Wacker Drive. The arcade structure is approximately ten feet deep. Vendors utilizing temporary structures occupy arcade spaces from State to Clark Streets. Other arcade blocks are simply passive spaces with bench seating. The width of the riverwalk between the arcade and the water's edge is approximately twenty feet. Vertical access is limited to stairs located adjacent to each street intersection. Pedestrians cannot walk from block to block along the river because each segment of the riverwalk path dead ends into bridge infrastructure.

The arcade was rebuilt as part of the East/West Wacker Drive reconstruction project completed in 2002, and all of its historic elements were restored or replaced to their original specifications. The majority of bridgehouses in this corridor are of historic interest. Improvements within the arcade district should complement the established architectural palette and expression.

Expansion of the riverwalk twenty-five feet into the river in the arcade areas, and twenty feet under each bridge, will enable the construction of underbridge pedestrian connections and the expansion of riverwalk activity areas.

ARCADE DISTRICT
market conditions

Boundary: Franklin to State

Assets: Architectural features of the promenade

Liabilities: Not visible from other Riverwalk districts

Pedestrian Counts: Up to 15,000 on Wacker Drive between Clark and State, 60% of which is on the south side of the street, away from the Riverwalk

Demand Sources: The immediate area of the Arcade District has nearly 2,000 hotel rooms, including the 407-room Westin in River North and the 483-room Allegro. In addition, a large hotel is planned for a site at 521 N Clark north of the River.

The main strength of the Arcade District is the 48,000 office workers, mostly located south of the River, who are within a short walking distance.

An estimated 6,750 residents live immediately north and south of the Arcade District, with major buildings including the 896-unit Marina City and the newer 452-unit building at 400 N LaSalle.

Visitor Attractions: Randolph Street, located two blocks south of Wacker Drive, is the spine of Chicago's Theater District. The several venues for Broadway in Chicago draw about 1.5 million patrons annually. The Goodman Theater draws an additional 300,000 theater-goers.

New Development Projects
300 North LaSalle is a 57-story building under construction on the northwest corner of LaSalle and the Chicago River. The law firm of Kirkland & Ellis will anchor the 1.3 million square feet of office space. Hines Interests is the developer, and Pickard Chilton is the project architect.

The street level space will include a white-tablecloth restaurant, banking facility, and sundry shop, and the second level will have a conference center and fitness center. A café will be located on the River level, which has about 200 feet of frontage with a public walkway

The site plan shows a large outdoor plaza, presumably expanding the capacity of the café.

Riverwalk Restaurants
Lagniappe operated on the Riverwalk for the first time in 2008 with a location between Dearborn and Clark. Their improvements included corrugated fencing and a trailer for food preparation. About 100 seats were provided, and in 2009, another 35-40 will be added to the upper level, improving visibility and accommodating patrons with disabilities.

Consistent with the demand profile, an estimated 95% of Lagniappe customers were Loop workers, and most of the business occurred at lunchtime. While the operators of Lagniappe originally planned to stay open until 10:00 PM, they typically closed at 7:00 or 8:00 due to lack of activity. With a liquor license in 2009, the operator expects to attract larger dinner crowds.

Bolder signage, not just wayfinding signs, was suggested by the operator as an important potential improvement. Shared promotions and tie-ins with other tourism promotions are also encouraged. Better marketing of the Riverwalk and the addition of live musical events and other attractions would increase nightlife, according to the Lagniappe representative.

Diosa on the River, a sushi and grill restaurant operated in 2008 at 11 W Riverwalk , just inside the Arcade District. Robinson's No. 1 Ribs was located at 17 W Riverwalk, just west of State Street.

Restaurants Directly on the River
Two restaurants in Marina City help enliven the atmosphere on the north side of the River.
- Smith and Wollensky, a high-end steak house, leases about 21,500 square feet from Marina City, including 17,500 square feet on the concourse level and 4,000 square feet on the State Street level.
- Dick's Last Resort moved from North Pier to Marina City in October 2008, leasing space on the level above the marina. They have leased 10,640 square feet, and also have outdoor space with 125 feet of riverfront next to Smith and Wollensky.

These two popular restaurants are located at the eastern edge of the Arcade District, adding to the vibrancy of the Civic District, as well.

Boat Operators
The Marina at Marina City, which is operated by Jefferson Beach Yacht Sales, has 17 slips ranging from 31 to 78 feet. While some of the slips are leased on an annual basis, their primary purpose is viewing and sea trials of the high-end boats offered for sale. On a limited basis, docking is provided, particularly for diners at Smith and Wollensky. The operator of Jefferson Beach sees strong demand for short-term docking space in the area. For private boat owners, Ogden slip is currently the only place officially offering short-term docking. The Arcade District is served by water taxis.

Arcade District Recommendations
The Riverwalk should capitalize on the gallery space created by the architectural features of this section of the Riverwalk. The bays provide a venue for sculpture art, displays on architectural history, and other seasonal programming that will increase pedestrian traffic and provide an amenity for residents, workers, and visitors.

ARCADE DISTRICT
planning concepts

The Arcade District is envisioned to accommodate both active uses including food and/or other vendors, and passive uses such as garden and sculpture seating areas.

Vertical Access: Vertical access improvements are planned to provide barrier free access between street level and the riverwalk in the form of ramps and/or an elevator.

Arcade Vendors: Vendor space potential within the arcade blocks range from 1,750-2,100 sf. Vendor spaces should be built according to the City's adopted 2008 Arcade District Design Guidelines, which provide detailing for arcade build-out details, seating, awnings and signage.

BOH: Back-of-house space is needed to accommodate riverwalk commercial operational and maintenance needs. A centralized loading and storage area could be established for riverwalk commercial operations as part of a new centrally located accessible ramp structure. A motorized cart could be used for distribution once the underbridge connections are complete.

Bathrooms: Bathrooms are needed along the riverwalk for pedestrian comfort. These could be integrated into the Arcade section, or be located in a new centrally located accessible ramp structure.

Passive Uses: The Arcade should also be a place for passive pedestrian uses. Seating areas complemented with landscape and public art should be developed to enhance the riverwalk.

Transient Boats: Temporary boat docking within the Arcade District is envisioned to provide pleasure boat access to the riverwalk.

ARCADE DISTRICT
illustrative plan

This plan illustrates the build-out potential of the riverwalk. The riverwalk is expanded to accommodate a range of options, including landscape, seating, art and vendor spaces. A series of underbridge connections are provided to establish barrier free access and an interconnected pedestrian mobility network. A new accessible ramp with bathrooms and vendor back-of-house spaces could be located in the center of the Arcade District between LaSalle and Clark Streets. An elevator could also be installed in the southwest bridgehouse located at LaSalle Street.

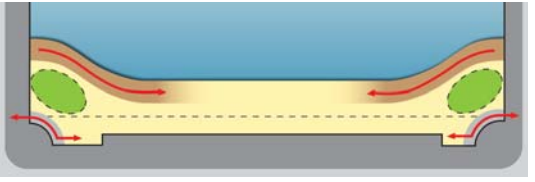
ARCADE DISTRICT

arcade options

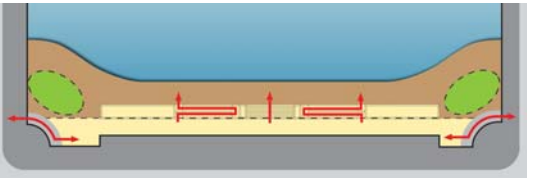
These diagrams illustrate options for the construction of the riverwalk expansion. The level of the pedestrian walkway under the bridges must be four feet lower than the existing grade of the riverwalk. Two options are illustrated for consideration.

Option A: The existing level of the riverwalk is extended out to the water's edge with ramps that slope down under the bridges. This option expands pedestrian and landscape areas on the upper level while separating them from the pedestrian walkway. This section could be built to guard against the periodic flooding that could occur during extremely high river conditions. A wall could be built along the water's edge at the height of the existing riverwalk elevation. However, this detail is not the most visually pleasing and it could create public safety concerns under the bridges. It would also block pedestrian views to the river.

Option B: This option has several advantages. It maximizes pedestrian space and views along the water and could be easily constructed to incorporate pedestrian ramps, stairs and landscape. This section would be prone to flooding, though this is anticipated to occur only two times per year on average. Since flooding is the rare exception, the design of the extension would be durable and easy to clean and could be easily closed to pedestrians without closing the upper level arcade space. This option is preferred and is illustrated on the following page.



OPTION A



OPTION B

ARCADE DISTRICT

arcade block configuration

ARCADE DISTRICT

conceptual feature between LaSalle and Clark Streets

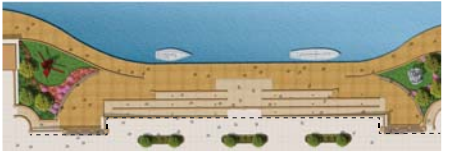


DIAGRAM A: RAMP PLAN

EXISTING EDGE

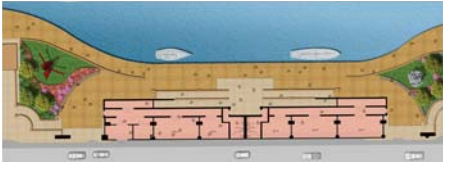


DIAGRAM B: LOWER LEVEL

DIAGRAM C: ELEVATION

ARCADE DISTRICT

conceptual design for new feature between LaSalle and Clark Streets

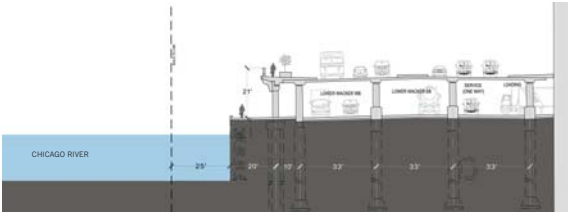
The diagrams to the left illustrate the potential to address universal accessibly, pedestrian comfort and commercial operational service needs through the construction of a new feature centrally located within the Arcade District. A new pedestrian ramp with storage and bathrooms beneath it could be constructed between LaSalle and Clark Streets.

Diagram A: Upper Wacker Drive pedestrian areas would be expanded and a new ramp constructed to provide accessibility to the riverwalk level.

Diagram B: Vendor loading and storage space and public bathrooms could be located beneath the ramp.

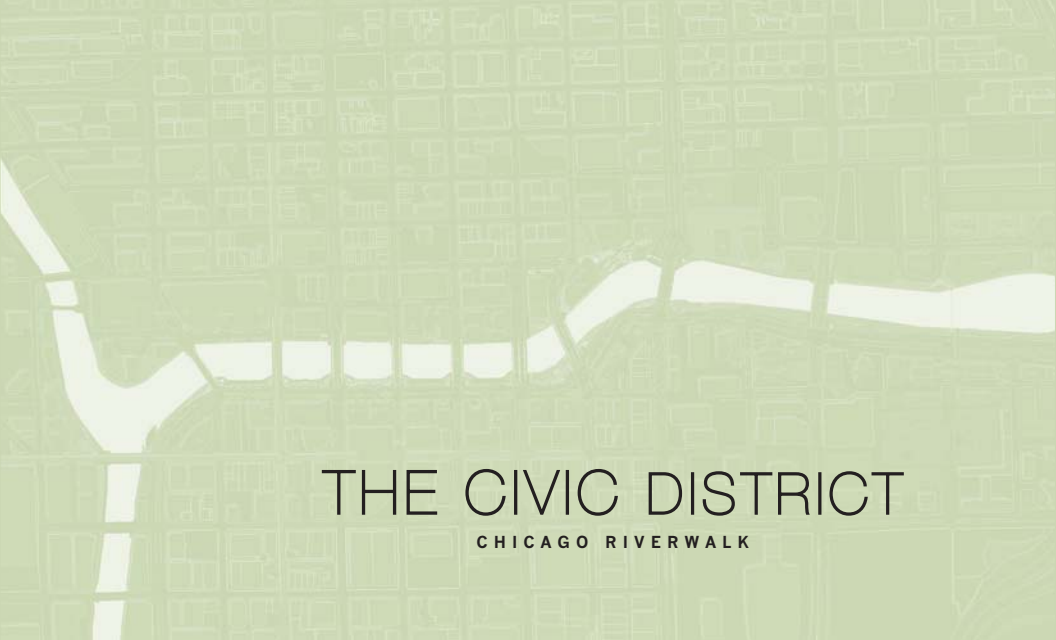
Diagram C: This elevation illustrates a design approach that accepts the established material palette and architectural language of the arcade for the addition. Other approaches could explore a modern expression juxtaposed against the historic detailing, or a minimalist approach utilizing glass panels and simple detailing. Of course, the visual character of this feature would be explored and resolved during detailed architectural design.

The sections to the right illustrate existing conditions and the proposed expansion.



EXISTING

PROPOSED



THE CIVIC DISTRICT

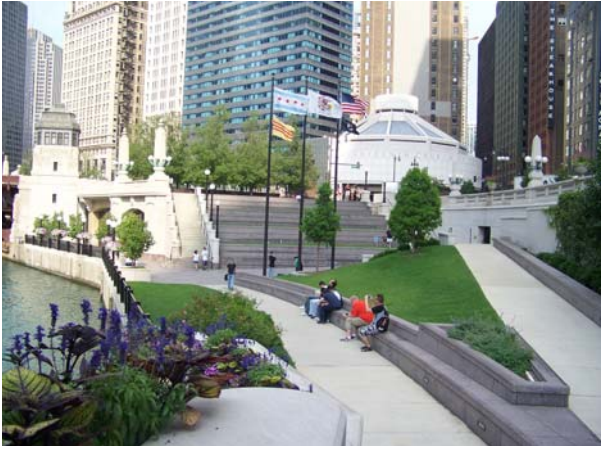
CHICAGO RIVERWALK

EXISTING CONDITIONS

CIVIC DISTRICT
characteristics

The Civic District is located between State Street and Stetson Avenue, anchored by Michigan Avenue. This district is the primary concentration area for boat tour and visitor activities. This area is also home to the Chicago Bridgehouse Museum located on the northwest corner of Michigan Avenue and Wacker Drive. Underbridge connections are being constructed beneath Wabash and Michigan Avenues, and the historic Michigan Avenue Bridge rail detailing is being restored. These improvements are improving both the function and visual character of this district.

Ongoing improvements north of the river, notably Trump Tower, will bring more people to the water and increase the visibility and viability of the Riverwalk overall. The construction of the Vietnam Veteran's Memorial Plaza added high-quality green space alongside the river and has been a huge success in terms of drawing people to the water.



CIVIC DISTRICT
market conditions

Boundary: State to Stetson

Assets: Great visibility from the high-traffic Michigan Avenue Bridge. Activity on north bank of River

Pedestrian Counts: The Civic District has the highest pedestrian counts along Wacker Drive—17,400 between State and Wabash, with nearly 60% on the north side of the street. The count falls to 8,200 east of Michigan, with 85% of the foot traffic on the south side of Wacker Drive.

2007 weekday pedestrian traffic on the Michigan Avenue Bridge was 36,650. No other bridge crossing the main branch of the Chicago River had counts higher than 11,400 (State Street Bridge). Saturday pedestrian counts on the Michigan Avenue Bridge reached 54,500.

Demand Sources: The Civic District has about 5,500 hotel rooms, including large properties such as the Intercontinental (793 rooms) and Renaissance (553 rooms) as well as the new Trump Hotel (339 rooms). Over 40,000 office workers are in the immediate area, a number nearly as large as the Arcade District. Over 5,000 residents are within walking distance, coming from buildings such as Doral Plaza (550 units), Plaza 440 (457 units), and 405 N Wabash (567 units).

Other Visitor Attractions: Millennium Park attracts 3.5 million visitors annually and has driven Michigan Avenue pedestrian traffic to new levels. The Cultural Center reported a 2007 attendance of 821,000.

The McCormick Tribune Bridgehouse & Chicago River Museum is located at the southwest corner of the Michigan Avenue Bridge. The five-story museum, sponsored by Friends of the River, is open from May through October on Thursday through Monday. The museum is manned primarily by volunteer docents, accommodates up to 34 people at one time, and draws dozens of visitors on an average day.

The Vietnam Veterans Memorial at Wabash Plaza was dedicated on November 11, 2005. The space contains a waterfall, fountain, sculptures, memorial plaques, and an engraved timeline.

New Development Projects

Trump International Hotel & Tower is located on the riverfront site of the former Sun-Times Building. The hotel portion of the Trump project opened in 2008, the 92-story skyscraper topped out in August 2008, and the residential and retail components will open in 2009. The mixed-use building contains 339 hotel rooms on floors 17-28, 486 condominiums on floors 29-89, about 1,000 parking spaces, and amenities such as restaurants, meeting and conference space, and a health club and spa.

The brokerage firm of CB Richard Ellis is offering for sale the 83,468-square-foot retail component on behalf of the Trump Organization. The retail is on four levels: mezzanine, lobby, terrace, and Riverwalk. The terrace level, which contains 35,317 square feet, overlooks the River and, as described in the marketing materials, "is accessible from the surrounding streets and other levels of the building through multiple internal and external stairs and walkways.

CIVIC DISTRICT
market conditions

A significant portion of this space extends outside the building envelope under the plaza separating Trump and the Wrigley Building. A large portion of this space is in Letter of Intent negotiations with a high-end restaurant tenant."

The Riverwalk Level of Trump Tower, which is directly accessible from the public Riverwalk that runs the length of the site, contains 33,911 square feet of space directly fronting on the River. The two units at the east end will offer outside seating between a water feature and the River. In addition, the outdoor terraces will have approximately 55,000 square feet to be used for dining and entertainment. The proforma shows rents of $120 to $150 per square foot for the Riverwalk level. In comparison, the lobby and terrace rents are as high as $225 per square foot. The rents are estimated on a net basis, with a $19 recovery and no percentage rent.

Riverwalk Restaurants

O'Brien's, an offshoot of an established restaurant on North Wells, has been located at Wabash (45 E Riverwalk). Success with limited facilities encouraged O'Brien's to invest significantly in permanent, year-round facilities that will be open in 2009.

Caffe Café, which has a permanent location on the street level of an office building at 1 E Wacker Drive, leased space on the Riverwalk in 2007. They had eight tables that provided about 25 seats, with all food prepared at their main location. Although Caffe Café did not return in 2008, they have not ruled out the possibility of coming back to the Riverwalk.

The lack of running water and toilets for patrons was a major obstacle, and the costs of insurance and telephones made the economics difficult. Without a liquor license, which would cost about $4,000, the restaurant found it hard to draw from the large pool of Loop visitors. Security, perceived to be related to the homeless, was also mentioned as a problem.

The operator estimates that about 75% of their patrons at the Riverwalk location were Loop office workers. Handing out flyers at lunchtime was a successful marketing strategy, and ads or stories about the Riverwalk in Metromix or Red Eye boosted traffic as well. The operator of Caffe Café believes that better signage is critical to driving traffic to the Riverwalk.

Plazas on North Side of River

Located on the north side of the River east of Michigan Avenue, Pioneer Plaza is part of the 401 N Michigan property owned by Zeller Realty Corporation since 2001. The 35-story tower with 740,000 square feet of office space was completed in 1965, and is sometimes referred to as the Equitable Building because of its original ownership. Pioneer Court, which is in front of the building's Michigan Avenue entrance, honors Chicago's first settlers and industrialists. Pioneer Plaza, which currently contributes modestly to the Riverwalk, has the potential to make a more significant contribution to the vitality of the Riverwalk.

On the west side of Michigan Avenue, the historic staircase from the street to River level is being rebuilt. The project forced Wendella to, at least temporarily, move their base to south side of the River. The re-opening of the steps will add to the activity on the River's north side.

Boat Operations

The major boat operators are clustered around the Michigan Avenue Bridge, a location that provides high pedestrian counts and is well recognized by visitors.

Wendella Boats operates six vessels with a total capacity of about 750. The largest, newest boat can accommodate about 275 persons for tours and private events, and the smaller Sunliners hold about 60 persons. According to a Wendella official, their ridership increased 45% over the last two years. In 2007 they served 205,000 people, and 2008 numbers should be higher with an expanded season and the addition of Chinatown service.

CIVIC DISTRICT
market conditions

Wendella Boats has been operating in Chicago since 1935 as a family-run business. Since 1962, Wendella has operated a commuter service, currently known as RiverBus. The service runs from March to December, seven days a week. Two boats with capacities of 72 and 107 provide shuttle service between docks at Michigan Avenue and Clark/LaSalle and Madison Street, which is particularly convenient to Ogilvie Transportation Center. According to a 2001 report by CATS, 89% of the RiverBus riders were going to work, mostly at locations along Michigan Avenue. Wendella's water taxis also go to Ping Tom Memorial Park in Chinatown, a service primarily for tourists (see route map on the following page).

Mercury Cruiselines operates their fleet of six tour boats from the southeast side of the Michigan Avenue Bridge from May to October. The family owned business has been operating on the Chicago River for nearly 75 years. They host 195,000 tourists on the river annually. Chicago's First Lady Cruises operates four luxury yachts and is the official Chicago Architecture Foundation architecture river cruise. Their boats accommodate up to 225 guests and are also available for private parties and weddings. Mercury Sightseeing Boats operates two boats which offer the Urban Adventure Cruise, Canine Cruise, Wacky Pirate Cruise among other specialty tours.

Shoreline Water Taxi, which has been running a taxi service since 1996, docks at Ogden Slip, Michigan Avenue, and Union Station/Sears Tower. The 12-minute commuter route to the Michigan Avenue Bridge operates during the morning and evening rush hours and costs $4 round trip. Three other operators have boats available for tours and private events. First Lady, which docks on the east side of the Michigan Avenue Bridge, maintains a regular schedule of tours given by the Chicago Architectural Foundation (CAF). CAF attracts about 463,000 domestic and international visitors annually to its tours, exhibits, and other events, including about 175,000 on boat tours. The not-for-profit organization is actively looking for about 50,000 square feet of new space. While it is unlikely that their requirement can be met in an agreeable location along the Riverwalk, they would like a facility on the River for tour orientations and a departure point for walking and boat tours as well to accommodate some retail. While the ideal space would be of some architectural interest, CAF would like to have space that is at least an improvement over a trailer.

Several international cities provide examples of sustainable technologies that might be adapted by Chicago River boats, including the following:

- In Hamburg, Germany, a 100-passenger tour boat, a "Zemship" (Zero Emission Ship), is powered by a hydrogen fuel cell.
- Stockholm, Sweden, is experimenting with biofuels to power ferries on inner-city waterways as it pursues a goal of becoming fossil fuel free. Currently, the city's own biofuel facility provides fuel for buses.
- Solar-powered boats are found in Hamburg and on The Serpentine in London's Hyde Park. Solar energy collected with 27 curved glass modules is stored in batteries, which power two silent electric motors.
- Canal boats in Amsterdam will be required to operate with zero emissions. Fuel cell-powered boats are already in use, and a hydrogen-powered boat is being tested.

Civic District Recommendations

The Civic District is currently the strongest commercial area along the Riverwalk, particularly on the west side of the Bridge. Exposure from the heavily traveled Michigan Avenue Bridge, a concentration of office workers, and many hotel rooms are among the positive location factors. A fully opened Trump Tower across the River will enhance an already-vibrant environment, and the completion of the stairway on the northwest corner of the Bridge will have an impact as well.

O'Brien's has identified the most desirable restaurant location, one that can likely be sustained through four seasons. Alternative restaurant choices and entertainment facilities would be viable under current conditions.

On the east side of the Michigan Avenue Bridge, permanent facilities for the Chicago Architectural Foundation should be considered to accommodate the many domestic and international visitors to Chicago.

CIVIC DISTRICT
planning concepts

Michigan Avenue Elevator: A new elevator is proposed immediately east of Michigan Avenue to link Upper and Intermediate Wacker Drive to the riverfront. This improvement would provide much needed universal access in this district.

Tour Boats: The City's tour boat industry should remain focused along the south bank of the river to the extent possible in order to bring people to the riverwalk. This will have a beneficial impact on riverwalk businesses.

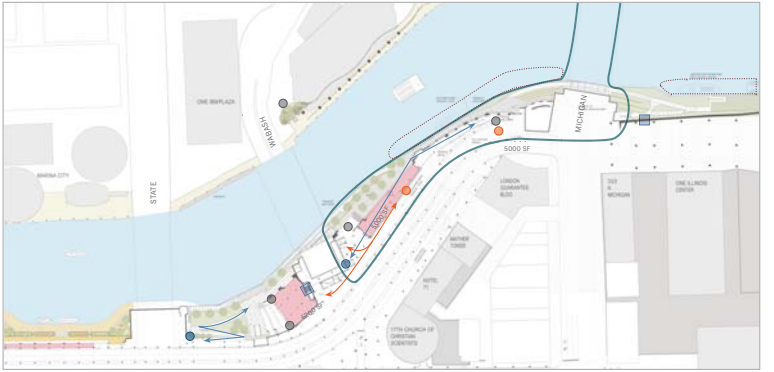
Obrien's Riverwalk Café: The largest commercial business on the riverwalk, Obrien's Riverwalk Café located at Wabash Avenue and Wacker Drive, has a long-standing commitment to the Riverwalk. O'Brien's is currently undergoing renovations to expand its seating area and improve service operations. These improvements, along with the establishment of unimpeded access between State Street and the lakefront, should assure O'Brien's a bright future as a Riverwalk anchor amenity.

Wabash Avenue Elevator: A new elevator is proposed on the northwest corner of Wabash Avenue and Wacker Drive. This elevator should be constructed within an existing elevator shaft that was built as part of a small pavilion-type commercial structure at Upper Wacker Drive and Wabash Avenue. This structure is currently vacant. Given the fact that the underbridge connections will provide new linkage from State Street to the Lakefront, the commercial viability of this space will improve. A tenant should be actively marketed for this space, or it should undergo physical alterations to permit public access to the proposed elevator.

Riverwalk Commercial at Wabash Avenue: A use for a vacant commercial space located on the riverwalk level, south of Wabash Avenue, should be sought now that underbridge connections are nearing completion to link State Street to the Lakefront. The elevator described above would provide vertical access directly to this space.

BOH: Back of House operations could be accommodated in shared spaces via the reconfiguration of existing space beneath Wacker Drive at Wabash Avenue.

CIVIC DISTRICT
planning diagram

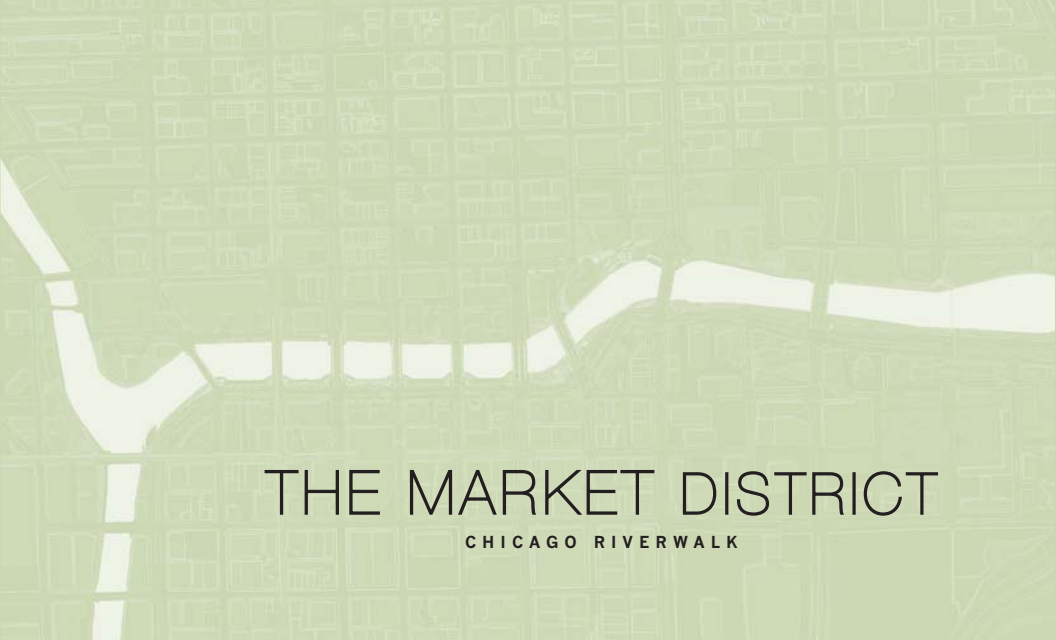


CIVIC DISTRICT
illustrative plan

This plan illustrates the proposed improvements for the Civic District. These include underbridge connections, vertical access improvements and expanded landscape.

The Civic District offers unique opportunities for temporary installations of art and signage to promote Riverwalk and City events as illustrated by the image on the right. This can be accomplished by installing banner panels in the large openings along the facing wall of Wacker Drive. These panels could be softly illuminated at night to create visual interest in the area.

CHICAGO 2016



THE MARKET DISTRICT

CHICAGO RIVERWALK

EXISTING CONDITIONS

MARKET DISTRICT
characteristics

The Market District is located between Stetson Avenue and the Lakefront. This area contains the Chicago Architectural Foundation tour boat and passenger loading stations. The area east of Stetson transitions into a pleasant landscaped area where it is possible to walk beside the water. An existing underbridge walkway beneath Columbus Drive provides for an unimpeded pedestrian path between Michigan Avenue and the Lakefront. This stretch of the riverwalk offers a natural experience that contrasts vividly with the urban, manmade character of the other districts. There is a mix of small food and drink vendors operating in this area during summer months, along with a bike rental and tour business. This area is also used for community activities such as Mayor Daley's Fish'N Kids.

In contrast to the natural edge of the water, the southern edge of this district is defined by Wacker Drive. Wacker drive consists of three levels in this location. Upper Wacker Drive terminates abruptly over Field Boulevard, east of Columbus Drive. Intermediate Wacker Drive is the extension of Lower Wacker Drive from the west that connects to Lake Shore Drive. There is an existing roadway beneath Intermediate Wacker Drive on grade that is currently being used as a city auto pound.

Cyrano's, a French bistro with a Wells Street location in River North, first operated on the Riverwalk in 2000. Their location between Michigan and Columbus was improved in 2008 with a kitchen trailer, enhanced plumbing and electric, and seating for about 100. In 2009, Cyrano's plans to install a tent with a capacity of about 80 persons, which will help mitigate the loss of business from rainy weather and improve capacity to host private parties.

Cyrano's attracts local residents and office workers, representing about 40% of their business, and tourists make up the other 60%. Hours are from 11:00 AM until 10:00 PM, and the operator believes that evening business would be helped if live music were allowed past 8:30.

Lakeshore East, a new residential community of more than 10,000 residents, is nearing completion south of Wacker Drive. This new residential population has created the need to resolve connections between Lakeshore East and the riverfront.

MARKET DISTRICT
market conditions

Boundaries: Stetson to Lake Shore Drive

Assets: Provides an attractive green edge
Serves as a gateway to the Lakefront

Liabilities: Access is difficult and visibility limited

Demand Sources: With hotel anchors such as the Hyatt Regency (over 2,000 rooms, Sheraton (1,200 rooms), and Fairmont (685 rooms), the Market District has a total of about 5,250 hotel rooms. The number of estimated office workers within convenient walking distance, just over 20,000, is the lowest of the four districts. However, the Market District has by far the largest residential base. Over 20,000 residents are within walking distance, with the majority living in Lakeshore East.

Nearby Visitor Attractions: The district is located between Navy Pier with over 8 million visitors each year and Millennium Park with 3.5 million visitors. Attendance at the Children's Museum, which draws about 775,000 visitors in its Navy Pier location, may increase with a new facility in Grant Park.

Riverwalk Restaurants
Babette's Liquid Assets (309 E Riverwalk) and Summer Chill, which offered Hawaiian shave ice at 305 E Columbus, were 2008 vendors located in the Market District.

Women-Eye
A local not-for-profit organization, Women-Eye, operated a concession selling crafts, souvenirs, and gourmet picnic baskets during the 2008 summer months on Saturdays and Sundays. The concession was located between the Michigan Avenue Bridge and Columbus.

New Developments Projects
The **Chicago Spire**, designed by Spanish architect Santiago Calatrava, will be constructed on a site bounded by Lake Shore Drive, the Chicago River, and Ogden Slip on the north side of the River. The 150-story residential building with 1,200 units will have a public plaza.

Development continues at **Lakeshore East**, a 28-acre planned community. The several remaining sites are likely to be developed in the next cycle of real estate activity.

Hyatt Regency Plan
A few years ago the owners of the Hyatt Regency considered expanding their facilities out to the Riverwalk. Studies concluded that the idea was not feasible, and the idea was dropped and highly unlikely to resurface. The presence of the Hyatt along the Riverwalk would have considerably enhanced commercial development opportunities.

Public Market
The Market District draws its name from an earlier concept to develop a public market at this location. The Riverwalk study prepared by the VOA team, which included Project for Public Spaces (PPS), supports the idea of a public market in the Market District. The market is envisioned as a distinct, world-class destination that would draw from all Chicago neighborhoods throughout the year. In a "bread and circus" environment, local merchants, wholesalers, and farmers would offer items in categories such as meat and poultry, fish, baked goods, produce, beer, wine, candy, dairy products, flowers, and coffee. Traditional restaurant formats, counters, cereal bars, sampling, and take-away would create a lively atmosphere. VOA's conceptual plan shows scenarios with 18,000, 40,000, and 60,000 square feet for a public market in the Market District, which is the only district that could provide so much space. The largest market could have 72 enclosed stalls, 44 open air stalls, and 27 truck stalls.

MARKET DISTRICT
market conditions

Streeterville, River North, Central Loop, and West Loop, the Central Area subdistricts adjacent to the Riverwalk, contained more than 42,000 households at the end of 2007. The immediate area of the Market District, Grand Avenue to Washington, contains about 12,000 households. Such numbers indicate strong support for retail from local residents alone. To capture demand from these households, attractive physical connections must be completed. A pedestrian connection to Lakeshore East would be critical to linking a market with the residential base. Completion of the proposed Streeterville flyover, while not essential, would certainly make the market more feasible.

While this study agrees that the concept may be viable in Chicago, the Riverwalk is not a suitable location for a year-round public market under current conditions. The poor access and limited visibility that would be handicaps for any retailer become impossible obstacles in cold or wet weather. A year-round public market would not be a strong enough destination to overcome the drawbacks of the location. Despite its proximity to Navy Pier, North Pier never succeeded as a retail location, providing a reminder of the challenge faced by a sub-par location.

Summer and fall markets would be feasible with better connections to Streeterville and Lakeshore East. The 2006 Consumer Expenditure Survey found that households with incomes of $125,000 or more typically spent $989 on fresh fruit, fresh vegetables, and bakery items. These categories, which would be predominant in a farmers market, would generate sales of roughly $12 million from the 12,000 nearby households. Some share of that could be captured by a farmers market.

The City has successfully sponsored weekly farmers markets in locations throughout the Central Area and neighborhoods. The closest locations in 2008 were at the Prudential Plaza and MCA Plaza in Streeterville. The markets start in May and end in October, with the peak season for local produce in July and August.

Beginning on October 1, 2008, the City offered Downtown Farmstand as a pilot program at 66 E Randolph, in close proximity to the Loop El, Red Line subway, and bus lines. The market, which was open on Tuesday through Friday from 11:00 AM to 7:00 PM, and on Saturday until 4:00 features items grown or produced within a 250-mile area. Over the lunch hours, educational programs and demonstrations were offered, and for workers leaving the Loop, produce and seasonings packaged for quick preparation at home. The farmstand, which ended in December and resumes in the spring, incorporates many of the elements outlined by PPS for the Riverwalk public market.

The Chicago Green City Market, which has operated seasonally in Lincoln Park for 10 years, is moving toward a year-round farmers' market. During the winter and early spring months, the market will operate on the first and third Saturdays of the month at the Peggy Notebaert Nature Museum. In addition to offering fresh, local produce, the market will feature culinary events that promote local, sustainable farmers, producers, and the chefs who work closely with them.

The competitive alignment for groceries has changed since the VOA study with the addition of two new grocery stores convenient to Market District residents:

- Lakeshore East is adding 118,000 square feet of retail space that will include a 30,000-square-foot Treasure Island grocery store.
- A full-line Dominick's grocery store opened in 2006 at 255 E Grand.

Fox & Obel continues to operate in 22,000 square feet at 401 E Illinois. The gourmet market and café host culinary classes and other events.

Construction of MetraMarket at Ogilvie Transportation Center is finally underway. MetraMarket will also meet some of the demand envisioned for a public market. The plan shows about 100,000 square feet of retail and restaurant space on two levels. About 60,000 square feet will be developed in the first phase. Announced tenants include a French Market selling baked goods, fish, meat, and produce with 15,000 square feet, a typical CVS drugstore with 14,000 square feet, and a 2,900-square-foot Caffe RoM coffee bar.

MARKET DISTRICT
market conditions

The MetraMarket site is within the area bounded by Washington, Lake, Canal and Clinton streets, and includes space underneath a portion of the tracks. The first phase will be located in the area south of Randolph Street, and the second phase will build out the portion north of Randolph.

The developer, U.S. Equities Realty LLC, has reportedly obtained construction financing from a German lender for the first phase of the project. Roughly two-thirds of the City's $12 million TIF commitment will also be used to finance the first phase. The new stores could open as soon as the summer of 2009.

Potential for Year-round space: 47,500 square feet in front of Hyatt 20,000 square feet at auto pound

Market District Recommendations
Flexible, programmable space would be highly sought after by organizations and businesses for a variety of purposes. Modular construction would allow the space to be adapted for temporary or seasonal commercial uses, public and private special events and attractions, and programmed activities.

MARKET DISTRICT
planning concepts

Improvement opportunities in this area include:

Columbus Street Ramp: A new pedestrian ramp is proposed on the northeast corner of Wacker and Columbus Drive to provide barrier free access to the riverfront.

Upper Wacker Drive Terminus Elevator: A new elevator and enclosed pedestrian walkway is proposed to link Upper and Intermediate Wacker Drive to the riverfront. This feature would be located at the terminus of Upper Wacker Drive and would provide an architectural finish to its abrupt end condition. This feature serves many purposes. It would provide pedestrian access from Upper Wacker Drive to the riverfront, provide a pedestrian drop-off area for the proposed market below, and serve as a visual marker for the riverwalk.

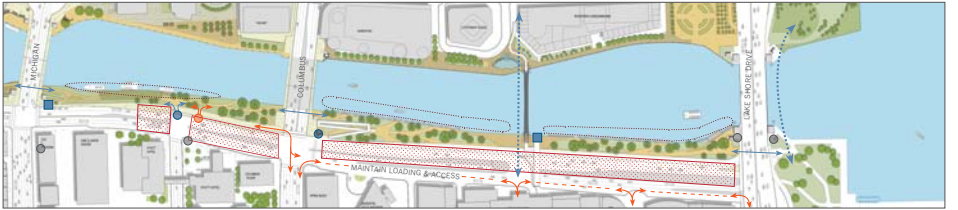
Pedestrian Bridge: A new pedestrian bridge is proposed to link the north and south sides of the river at North Field Boulevard and McClurg Court, just east of the fountain in Streeterville. This bridge would be tied to the elevator proposed at the terminus of Upper Wacker Drive. This is an important link that serves multiple functions. This connection would strengthen the economic conditions required to introduce a commercial destination beneath Wacker Drive by establishing a link between the high-density resident populations of Streeterville and Lakeshore East. It would provide improved pedestrian access to the lakefront, and establish new linkage between Michigan Avenue and Navy Pier.

New Market: A new commercial market is proposed on-grade beneath Wacker Drive. This feature is envisioned to be designed as flexible space that can be expanded over time as demand warrants. A public arcade with moveable doors is proposed under the tallest sections of Wacker Drive with individual, lockable bays located under the lower sections of Wacker Drive connecting to it. The arcade doors can be closed in order to establish a twelve-month usable space.

Street Connections: Reactivate the existing street beneath Intermediate Wacker Drive to provide vehicular access between Lakeshore Drive, Field Boulevard (Lakeshore East) and Columbus Drive. This is an important connection that will improve the function of the area by providing residential, commercial and emergency vehicular access. This will also enable the possibility of developing an anchor venue on the riverfront in this area. The City Auto pound could be reconfigured to accommodate two way traffic along it's southern boundary if relocation is not a near term option.

Transient Boats: Temporary boat docking within the Market District is envisioned to provide pleasure boat access to the riverwalk.

MARKET DISTRICT
planning diagrams



FRAMEWORK ASSESSMENT

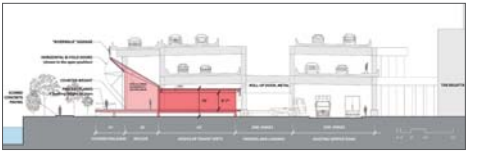
PEDESTRIAN RAMP
PEDESTRIAN STAIR
VEHICULAR ACCESS
CURRENT PEDESTRIAN WAY
POTENTIAL PEDESTRIAN ACCESS
VEHICULAR ACCESS
POTENTIAL BUILDABLE SPACE
TRANSIENT BOAT DOCKING

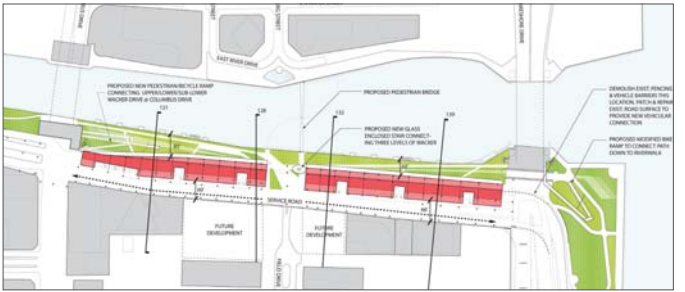
PHASE 1 MARKET AREA

PUBLIC ARCADE
LOCKABLE VENDOR BAYS
MARKET HALL
ELEVATOR

MARKET DISTRICT
proposed market character

MARKET DISTRICT
market concepts



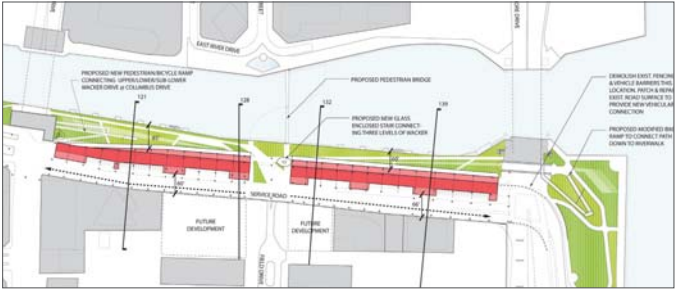

EAST WATER DRIVE
PROPOSED NEW PEDESTRIAN/BICYCLE RAMP - CONNECTING UPPER/LOWER/SUB-LOWER WACKER DRIVE @ COLUMBUS DRIVE
PROPOSED PEDESTRIAN BRIDGE
DEMOLISH EXIST. FENCING & VEHICLE BARRIERS THIS LOCATION, PATCH & REPAIR EXIST. ROAD SURFACE TO PROVIDE NEW VEHICULAR CONNECTION
PROPOSED NEW GLASS ENCLOSED STAIR CONNECTING THREE LEVELS OF WACKER
PROPOSED MODIFIED BIKE RAMP TO CONNECT PATH DOWN TO RIVERWALK
SERVICE ROAD
FUTURE DEVELOPMENT
FUTURE DEVELOPMENT
WACKER DRIVE

Three concepts are illustrated for consideration regarding the physical design of the proposed public market/flex space. Based upon the configuration of Wacker Drive, a public arcade is proposed beneath taller sections and individual vendor bays are proposed beneath lower sections. The arcade would be a covered walkway that opens onto a series of vendor/flex space bays that may be secured with roll-down, lockable doors. Vendors may bring their goods into the arcade area during business hours to activate this space. The arcade doors can be opened on pleasant days for open air operations, and then closed during inclement weather to provide for twelve-month operations.

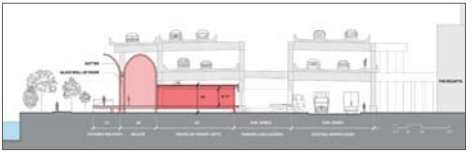
Concept A: Horizontal Bi-Fold Doors
This concept illustrates a configuration that utilizes horizontal bi-fold doors to define the arcade illustrated in pink. The red area represents the vendor/flex space bays. Shared truck loading and back-of-house space is provided along the southern edge. Access is provided by a reactivated two-way road between Columbus and Lakeshore Drives.

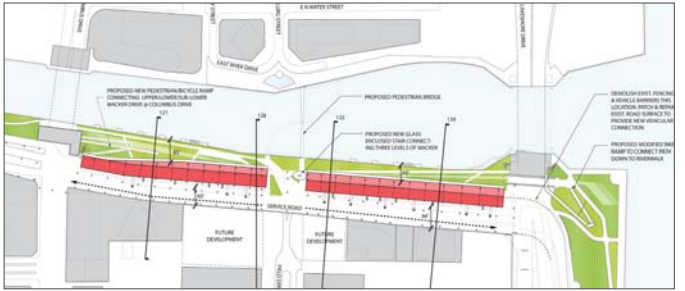
MARKET DISTRICT
market concepts

Concept B: Large Pivot Doors
This concept illustrates a configuration that utilizes large pivot doors to define the arcade illustrated in pink. The red area represents the vendor/ flex space bays. Multiple truck loading bays are illustrated with limited back-of-house spaces along the southern edge. Access is provided by a reactivated two-way road between Columbus and Lakeshore Drives.


EAST WATER DRIVE
PROPOSED NEW PEDESTRIAN BICYCLE RAMP CONNECTING UPPER/LOWER/SUB-LOWER WACKER DRIVE @ COLUMBUS DRIVE
PROPOSED PEDESTRIAN BRIDGE
PROPOSED NEW GLASS ENCLOSED STAIR CONNECTING THREE LEVELS OF WACKER
SERVICE ROAD
FUTURE DEVELOPMENT
FUTURE DEVELOPMENT
DEARBORN

MARKET DISTRICT
market concepts




E N WATER STREET
EAST WATER DRIVE
PROPOSED NEW PEDESTRIAN/BICYCLE RAMP CONNECTING UPPER/LOWER/LUB LOWER WACKER DRIVE @ COLUMBUS DRIVE
PROPOSED PEDESTRIAN BRIDGE
PROPOSED NEW GLASS ENCLOSED STAIR CONNECTING THREE LEVELS OF WACKER
DEMOLISH EXIST. FENCING & VEHICLE BARRIERS THIS LOCATION, PATCH & REPAIR EXIST. ROAD SURFACE TO PROVIDE NEW VEHICULAR CONNECTION
PROPOSED MODIFIED RAMP TO CONNECT FROM DOWN TO RIVERWALK
SERVICE ROAD
FUTURE DEVELOPMENT
FUTURE DEVELOPMENT

Concept C: Glass Roll-Up Doors
This concept illustrates a configuration that utilizes glass roll-up doors to define the arcade illustrated in pink. The red area represents the vendor/flex space bays. Continuous truck loading bays are illustrated along the southern edge. Access is provided by a reactivated two-way road between Columbus and Lakeshore Drives.

MARKET DISTRICT
pedestrian accessibility

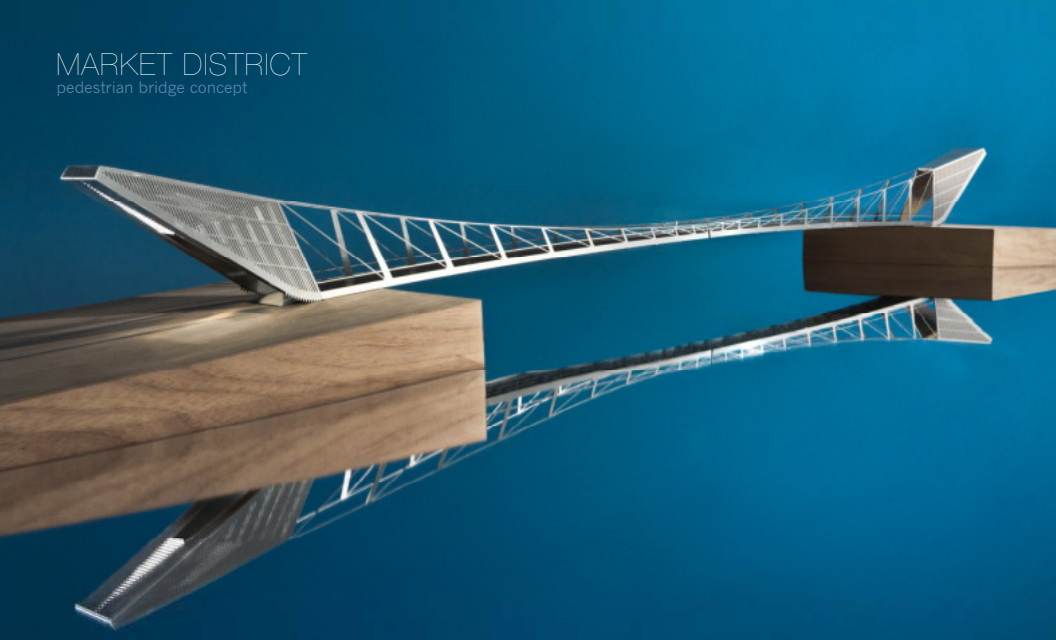
Pedestrian access improvements are proposed to provide universal access and support the establishment of a riverwalk anchor destination. These improvements include a new elevator and enclosed pedestrian walkway at the terminus of Upper Wacker Drive. These improvements would establish an excellent drop-off/pick-up location and serve as visual focal points to announce the riverwalk and proposed market located below.

A new pedestrian bridge is proposed to link the north and south sides of the river at North Field Boulevard and McClurg Court, just east of the fountain in Streeterville. This connection would improve pedestrian mobility in this area of downtown.

1. PEDESTRIAN RAMP
2. PEDESTRIAN BRIDGE
3. ELEVATOR
4. ENCLOSED PEDESTRIAN WALKWAY

MARKET DISTRICT

pedestrian bridge concept



MARK
FISH MARKET
HOT COFFEE

Mayor Richard M. Daley
Alderman Brendan Reilly, 42nd Ward

Chicago Riverwalk Development Committee Representatives
Greg Van Schaack, Sr. VP Hines
Peter O'Brien, M.A.D.O. Management LP

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Kathy Dickhut, Deputy Commissioner
Brian Goeken, Deputy Commissioner
Benet Haller, Director of Urban Design
Michael Berkshire, Green Projects Administrator
Nelson Chueng, Coordinating Planner, Project Manager

Chicago Department of Transportation
Thomas Powers, Acting Commissioner
John Yonan, PE, Deputy Commissioner
Michelle Woods, Assistant Project Director

Chicago Park District
Cathy (Hudzik) Breitenbach, LEED AP

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